

Maryland Historical Trust

Maryland Inventory of Historic Properties number: CH 494

Name: MD6 over Zekiah Swamp

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended _____	Eligibility Not Recommended <u>X</u>
Criteria: <u> </u> A <u> </u> B <u> </u> C <u> </u> D Considerations: <u> </u> A <u> </u> B <u> </u> C <u> </u> D <u> </u> E <u> </u> F <u> </u> G <u> </u> None	
Comments: _____	

Reviewer, OPS: <u>Anne E. Bruder</u>	Date: <u>3 April 2001</u>
Reviewer, NR Program: <u>Peter E. Kurtze</u>	Date: <u>3 April 2001</u>

MARYLAND INVENTORY OF HISTORIC BRIDGES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION/
MARYLAND HISTORICAL TRUST

MHT No. CH-494

SHA Bridge No. 8006

Bridge name MD 6 over Zekiah Swamp

LOCATION:

Street/Road name and number MD 6 (Charles Street)

City/town Newtown Vicinity X

County Charles

This bridge projects over: Road ☐ Railway ☐ Water ☒ Land ☐

Ownership: State ☒ County ☐ Municipal ☐ Other ☐

HISTORIC STATUS:

Is bridge located within a designated historic district? Yes ☐ No ☒

National Register-listed district ☐ National Register-determined-eligible district ☐

Locally-designated district ☐ Other ☐ Name of district

BRIDGE TYPE:

Timber Bridge ☐ :
Beam Bridge ☐ Truss -Covered ☐ Trestle ☐ Timber-And-Concrete ☐

Stone Arch Bridge ☐

Metal Truss Bridge ☐

Movable Bridge ☐ :
Swing ☐ Bascule Single Leaf ☐ Bascule Multiple Leaf ☐
Vertical Lift ☐ Retractable ☐ Pontoon ☐

Metal Girder ☐ :
Rolled Girder ☐ Rolled Girder Concrete Encased ☐
Plate Girder ☐ Plate Girder Concrete Encased ☐

Metal Suspension ☐

Metal Arch ☐

Metal Cantilever ☐

Concrete ☒ :
Concrete Arch ☒ Concrete Slab ☐ Concrete Beam ☐ Rigid Frame ☐

Other ☐ Type Name

DESCRIPTION:**Describe Setting**

Bridge No. 8006 carries MD 6 over Zekiah Swamp in Charles County. MD 6 runs in a generally east-west direction over the southern flowing Zekiah Swamp. The bridge is located in a rural, undeveloped region. The bridge carries two lanes of traffic in opposing directions and is located between Newton and Dentsville.

Describe Superstructure and Substructure:

Bridge No. 8006 is a hybrid structure consisting of the original pre-1929 west abutment of a masonry bridge, and 1929 single-span filled concrete arch bridge, and a 1967 steel beam structure which was added to widen the bridge. The original concrete arch is oriented on a 90-degree skew, and is 67 feet long with a 42-foot clear arch span. It carried a 24 foot roadway section with gravel surfacing, earth fill, and had a pierced concrete parapets with coping and no curbs, and solid inscribed concrete endposts. The side faces of the bridge had an inscribed arch section. The masonry portions of the former bridge, including a pier and the east abutment, were used as riprap for the present bridge.

The current bridge was widened by 20 feet 6 inches, and presently carries a 44-foot clear roadway. The length of the steel beam bridge is 70 feet 8 inches. The span length is 67 feet. The widened section has pedestal type abutments on piles and a brush curb type parapets with one aluminum bridge railing. When the arch bridge was widened, the north parapet was eliminated and the south parapet was replaced with an identical curb with railing. The reinforced concrete deck is topped with a bituminous wearing surface.

An inspection report from 1995 lists this bridge as being in good condition with a sufficiency rating of 84.9. The bituminous wearing surface is rutting and cracking. There is light spalling, cracking, and scaling on the arch, and the steel beams have moderate rust.

Discuss Major Alterations:

The bridge was widened in 1967, incorporating a steel beam bridge section with the concrete arch. In 1994, repairs were made to the longitudinal joint between the original bridge section and the widened portion.

HISTORY:

WHEN was bridge built (actual date or date range) 1929, 1967
 This date is: Actual X Estimated _____
 Source of date: Plaque _____ Design plans _____ County bridge files/inspection form X
 Other (specify) _____

WHY was bridge built? Widening and geometric improvement to MD 6 between LaPlata and New Market

WHO was the designer? State Roads Commission

WHO was the builder? State roads Commission

WHY was bridge altered? To widen the bridge to meet approach roadway section

Was bridge built as part of organized bridge-building campaign?

Yes, this bridge was built as part of the improvements to MD 6 in Charles County

SURVEYOR/HISTORIAN ANALYSIS:

This bridge may have National Register significance for its association with:

A - Events _____ B- Person _____
 C- Engineering/architectural character _____

This bridge does not have National Register significance due to its widening with a steel beam section.

Was bridge constructed in response to significant events in Maryland or local history?

No, the improvement of Charles County roads was the result of several events that occurred during the first 3 decades of the twentieth century. The original Good Roads movement was aimed toward improving the primary routes such as MD 6 throughout the state, as well as connecting roads between counties. A later impact of this program included geometric improvement of secondary routes and the reconstruction of substandard bridges. With the rapid increases in the technology of motorized vehicles, many functionally substandard bridges were replaced with stronger modern structures. During the 1930 the State Roads Commission focused on the improvement of safety and comfort for the motorist on the main routes throughout the state, but also improved secondary roads and the farm-to-market network of feeder roads. By the 1930s, bridges that were once adequate when initial reconstruction began were also being replaced.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth & development of the area?

No, during the time period when this bridge was built, Charles County was not experiencing a great degree of growth. Charles County remained a rural, agricultural region, with its roads mainly serving tourists passing through the late-twentieth century.

Is the bridge located in an area that may be eligible for historic designation?

No, this bridge is not located in an area that is eligible for historic designation.

Is the bridge a significant example of its type?

No, the bridge is not a significant example of its type. The addition of a steel beam bridge section and the replacement of the original parapets compromise the integrity of the bridge.

Does bridge retain integrity of important elements described in Context Addendum?

No, the bridge no longer has its original parapets, and the addition of the steel beam section detracts from the integrity of the structure.

Is bridge a significant example of work of manufacturer, designer and/or engineer?

No, the bridge is not a significant work of a manufacturer, designer, or engineer.

Should bridge be given further study before significance analysis is made?

No, this bridge should not be given further study.

BIBLIOGRAPHY:

County inspection/bridge files _____ SHA inspection/bridge files X
Other (list):

Johnson, Arthur Newhall

1899 The Present Condition of Maryland Highways. In *Report on the Highways of Maryland*. Maryland Geological Survey, The Johns Hopkins University Press, Baltimore.

P.A.C. Spero & Company and Louis Berger & Associates

1995 Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report. Maryland State Highway Administration, Maryland State Department of Transportation, Baltimore, Maryland.

State Roads Commission

1958 *A History of Road Building in Maryland*. State Roads Commission of Maryland, Baltimore, Maryland.

Tyrrell, H. Grattan

1909 *Concrete Bridges and Culverts for Both Railroads and Highways*. The Myron C. Clark Publishing Company,
Chicago and New York.

SURVEYOR:

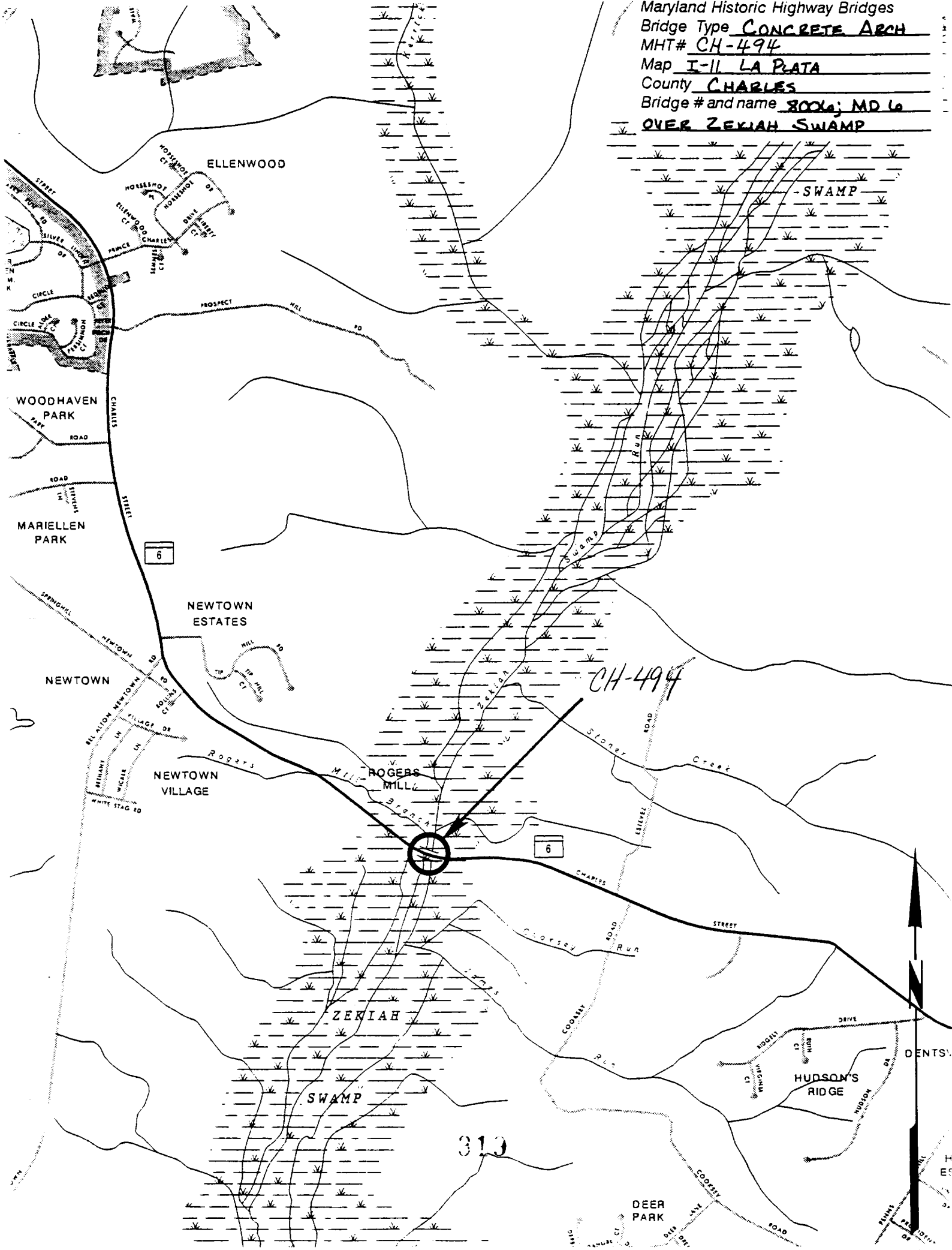
Date bridge recorded December 1997

Name of surveyor Wallace, Montgomery & Associates / P.A.C. Spero & Company

Organization/Address P.A.C. Spero & Co., 40 W. Chesapeake Avenue, Baltimore, MD 21204

Phone number (410) 296-1635 **FAX number** (410) 296-1670

Maryland Historic Highway Bridges
Bridge Type CONCRETE ARCH
MHT# CH-494
Map I-II. LA PLATA
County CHARLES
Bridge # and name 8006; MD 6
OVER ZERIAH SWAMP





1. CH-494
2. MD6 over Zekiah Swamp
3. Charles Co., MD
4. Wallace, Montgomery & Assoc.
5. 12/97
6. MD SHPO
7. Elevation looking upstream
8. 1 of 4



1. CH-494
2. MD 6 over Zekiah Swamp
3. Charles Co., MD
4. Wallace, Montgomery & Assoc.
5. 12/97
6. MD SHPO
7. Elevation looking downstream
8. 2 of 4



1. CH-494

2. 8006, MD 6 OVER JERIAN SWAMP.

-26 3. CHARLES COUNTY

4. WALLACE - MONTGOMERY

5. 12/97

6. MD SHPO

7. ROADWAY LOOKING EAST

8. 3 OF 4

100
100
100



1. CH-494
2. MD 6 over Zekiah Swamp
3. Charles Co., MD
4. Wallace, Montgomery & Assoc.
5. 12/97
6. MD SHPO
7. Looking West
8. 4 of 4